



PORT OF PORTLAND

DAILY DIARY

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PROJECT Terminal 2 / Terminal 5 Maintenance Dredging CONTRACT NO. 52449/01D015
CONTRACTOR Hickey Marine Enterprises, Inc. SUPERINTENDENT Greg Speyer
DAY OF WEEK & DATE: Thursday, December 27, 2001 REPORT NO. 015
WEATHER Mostly Cloudy, Rain - PM TEMPERATURE 37 - 43

NUMBER/CLASS OF CONTRACTOR'S PERSONNEL:

Hickey Marine - Foreman, Operator, Tugboat Pilot, Pile Buck

MAJOR EQUIPMENT ON JOB (Size/capacity and hours):

Hickey Marine - Sea Vulture Crane Barge, 7 Bin Dump Scow, Tugboat, Skiff

CHRONOLOGICAL ACCOUNT OF DAY'S WORK

9:30 am Per telecon to Greg (Hickey), He informed me that the Berth 501 barge slip was open tonight. He indicated that he would dredge there.

11:00 am I notified John (Port CCM), Rob Cook (Port Navigation Manager), and Jeff (Port Dredge Captain) that Hickey would be dredging in the barge slip tonight. I inquired if the Port Navigation crew would be available to pump on Monday if needed.

12:30 pm Per telecon to Al (Port Navigation), he indicated that he would be ready for a 5:00 pm tugboat.

1:30 pm Per telecon to Greg (Hickey), he informed me that he scheduled a 5:00 pm tugboat. He indicated that he planned to dredge with the dump scow tonight and use the "Chetco" barge on Friday night, after the barge leaves. Greg indicated that the "Chetco" offered better accessibility in the barge slip. He stated that there would be no dredging until January 2nd. I notified Jeff (Port Dredge Captain).

1:40 pm Per telecon to Doyle (Port Survey Manager), he informed me that Roel (Port Survey) and Hagedorn were still performing the hydrosurvey at Berth 501. He anticipated the results would be available tomorrow morning. I notified Greg (Hickey). I notified Sebastian (Port Marine Development Manager), Marcel (Port Project Manager) and John (Port CCM) via voice message.

4:05 pm Per telecon with Al (Port Navigation), he indicated that the pumping would be completed in ½ hour. I notified Hickey Marine.

6:30 pm I observed Hickey moving into the barge slip at Berth 501 through the upstream trestle opening. There was a grain barge in the barge slip.

6:45 pm The grain barge departed from the Berth 501 barge slip.

6:55 pm Hickey placed the screen over Bin Nos. 3 and 4. The dump scow draft at Bin Nos. 1 and 7 was 6 feet and 5 feet respectively.

7:20 pm Per telecon with John Childs (Port Environmental), he informed me that samples should be taken at the Port pumping facility while water was discharged from the water detention basin. John scheduled a sample to be taken at 12:00 am. John requested that the samples be taken closer to the riverbank. We discussed the turbidity criteria of 35 for BMP and 120 for Stop Work levels. I will contact John if the test results exceed 35.

7:30 pm Hickey began dredging with the digging bucket in the south ½ of the barge slip.

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7:45 pm Per telecon with Charles (Port Navigation), I notified him that a sample was required before midnight at the rehandling facility and before 11:30 pm at the Berth 501 barge slip.

8:00 pm Hickey continued dredging in the barge slip. Per telecon to Andy (Hickey), he informed me that they were having trouble with limited depth of water and might need to reposition the crane barge or shut down the operation.

9:50 pm I observed Hickey struggling to move the dump scow downstream. The crane moved the screen to Bin No. 1.

10:20 pm The dump scow was positioned mid way of the barge slip.

10:30 pm Per telecon to Bob (Hickey), he informed me that the dredging operation was shut down due to flotation problems. I notified Charles (Port Navigation). He will sample at the Port rehandling facility.

I observed that Bin Nos. 3 and 4 were 1/2 filled. The screen was over Bin No.1.

11:15 pm Via voice message to Jeff (Port Dredge Captain), I inquired if he wanted to accept a partially loaded barge for unloading. Per telecon to Marcel (Port Project Manager), he indicated that we would accept the partially loaded dump scow. We discussed that the Navigation Crew would be showing up at the rehandling facility tomorrow morning anyway.

12:55 am Per telecon with Charles (Port Navigation), turbidity testing results on water samples taken upstream and downstream from the rehandling facility pumping site were as follows:

<u>Sampler</u>	<u>Time</u>	<u>Upstream</u>	<u>Top</u>	<u>Bottom</u>	<u>AVG</u>	<u>Downstream</u>	<u>Top</u>	<u>Bottom</u>	<u>AVG</u>	<u>Visual</u>
Charles	0001		4.47	6.08	5.28		3.67	4.35	4.01	None

Note: Due to the limited depth, only top and bottom samples were obtained.

1:10 pm I provided a Terminal 2 ship schedule update to Greg (Hickey) via voice message.

TESTS PERFORMED: _____

PHONE LOG: _____

SITE PHOTOS/VIDEOS TAKEN: _____

FORCE ACCOUNT WORK/ CHANGES ENCOUNTERED: _____

INSPECTOR

Frank Schmidt

HRS

DATE



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(signature on hardcopy)--